

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

619648

COUNTRY	Czechoslovakia	REPORT		25X1
SUBJECT	Construction of a New Bridge at Uherske Hradiste	DATE DISTR.	10 May 1954	
		NO. OF PAGES	1	
DATE OF INFO.		REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED		REFERENCES		

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. A new bridge is to cross the Morava River between Stare Mesto and Uherske Hradiste at a point where the original bridge stood. The original bridge was destroyed toward the end of World War II and a temporary wooden bridge has stood at this point since the war.
2. The bridge is on the main highway between Brno and Hodonin, where it runs through Stare Mesto and Hodonin. It is the only road bridge between the two towns. The railroad bridge on the Stare Mesto-Kunovice line is located to the west of the bridge in question.
3. The construction of the new bridge probably comes under the Czechoslovak defense plan. In 1952 and 1953, the construction of new bridges at Kromau (P50/032), Valasske Mezirici (P50/034), and Bystrice pod Hostynem (P50/019) was also started.
4. Preparatory work and the bringing in of building material started in spring 1952. The construction of the bridge, however, did not start until between 1953. By April 1953, a concrete abutment had been laid on the bank on the Stare Mesto side of the river. Three shifts worked on the job and at night it was illuminated by floodlights. The river is 80 meters wide at this point. The abutment was about 9 or 10 meters wide, so it is assumed that the approximate width of the bridge will be 10 meters.
5. The Moravostav and Ingstav firms are carrying out the construction work. In April 1953, not more than 20 people were working on each shift. The pouring of concrete was accomplished by means of conveyors, but there were as yet no cranes at the time of observation. The building work will probably be intensified in the summer of 1954.

25X1

SECRET

25 YEAR RE-REVIEW

STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC						
-------	-------------------------------------	------	-------------------------------------	------	-------------------------------------	-----	-------------------------------------	-----	-------------------------------------	-----	--	--	--	--	--	--

(Note: Washington Distribution Indicated by "X" Staff Distribution by "S")